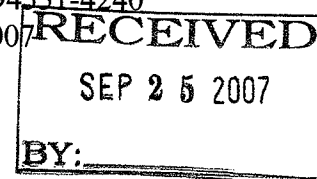


223 Donner Avenue
Livermore, CA 94551-4240
24 September 2007

California High Speed Rail Authority
EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814



Presuming HSR can operate on standard gage tracks, I urge HSR run over Pacheco Pass to San Jose and San Francisco. Please ignore my long-ago request to use the Altamont.

Over the Altamont BART is a far better choice: from Hacienda Drive in a widened I-580 median to Greenville Road; under the high westbound I-580 lanes and up to the former SP roadbed and an ACE intermodal; along the old SP and Old Altamont Pass Road to Mountain House and Tracy; and on to an HSR intermodal station in the Lathrop/Manteca area. The cost for BART should be less than for HSR, and BART's station distribution would serve commuters better than HSR running to just a few stations.

The SF Peninsula corridor should be at least 4 tracks (2 express, 2 local) and fully grade separated. With BART at Millbrae and planned for Santa Clara, running the local tracks as BART between Millbrae and Santa Clara deserves serious study. Caltrain would continue express bullet train service on the same express tracks with HSR. Freight could use these tracks at night.

HSR should look at taking over the Capitol Corridor operation between San Jose, Oakland, and Sacramento. I recommend an across-platform transfer at San Jose; a stop at Santa Clara (San Jose Airport); running via Mulford (miles shorter/fewer and less busy grade crossings); bypassing Elmhurst with a new line west of I-880; an intermodal station at BART's planned Oakland Airport people mover from Coliseum; and a new intermodal near Magnolia (where WP used to cross SP).

1025-1

A new BART line bypassing West Oakland station would link the Washington Street portal in downtown Oakland with the Trans-Bay tube. Though costly, this new BART line and the intermodal would cost far less than a new tube under the Bay, give San Francisco superb access to HSR to Sacramento, and give BART a reliever route on its Trans-Bay line if the aerial line in West Oakland were blocked.

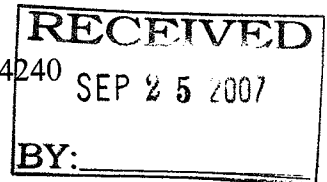
I don't claim to be an expert, though I worked most of my life in railroad engineering and operations on three major railroads (all now UP subsidiaries) and am a life member of AREMA (American Railway Engineering and Maintenance of Way Association), a member of AREMA Committees 12 (Rail Transit) and 17 (High Speed Rail) and a former member of Committee 16 (then Economics of Railway Location and Operation.)

I urge also sending the regional rail plan back for further study. The duplicative passenger rail network proposed is **not** in the region's best interest.

Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

bcc: CAHSR Authority
FYI. Not part of my
EIR/EIS comments
DSD

223 Donner Avenue
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24 September 2007



Editor:

35 years ago BART started operation: short two-car trains between Fremont and Oakland. Today BART – along with Caltrain – is “the backbone of regional rail transit”.

Until the BART bonds passed in 1962, San Francisco had only two buildings over ten stories tall. Since then great thickets of very high rise have sprung up next to BART city core stations.

29 billion passenger miles and 35 years later BART has had only one passenger fatality (suicides excepted) and no grade crossing accidents (as BART has no grade crossings). May BART’s legendary safety record continue!

Automatic fare collection and having only one operator for trains of up to 10 cars –about 700 seated passengers – spell high labor efficiency and low operating costs. High car-level wheelchair-accessible platforms speed boarding. Electric propulsion speeds acceleration and curbs noxious and greenhouse gas emissions.

Yet regional rail planners would halt BART extensions – like along I-80, SR-4, and I-580, or on the peninsula. They would spend rail transit dollars patching together a redundant network mostly along today’s freight railroads. Grade crossings, noisy and polluting engines, slow acceleration, and conflicts with freight operations would wreak havoc on schedules and the environment. Freight lines developed to serve industry rarely match either home or job concentrations.

Regional rail planners sell BART short. Creating another rail passenger network in BART’s potential service area is a shocking waste of transportation resources. Planners: Back to the drawing board!

Robert S. Allen
BART Director (1974-1988)
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Note: If you need to cut for length, please start with the second paragraph.

1025-2